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DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

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AROUND THE LAKES.

CLEVELAND, OHIO.

Captain J. E. Moore, et al, have purchased the steamer Louisiana, consideration $121,000.

Captain James Stover returned to the city yesterday after an extended visit among friends.

Cleveland shipped by lake 1,855,260 tons of soft coal last year; Ashtabula, 562,125 tons; Lorain, 287,808 tons; Fairport, 138 660 tons.

Captain Alonzo Cox, of Port Huron, Mich., formerly of the steamer Tom Adams, is in the city negotiating for the construction of a new iron boat.

Three-eighths of the propeller Fred Kelly and consort M. R. Warner has been bought by M. A. Bradley and Chris Grover of Captain Johnson of Cleveland.

Cleveland built eight steel and seven wooden propellers last year, all but two of which were about 1,500 tons measurement net, besides one schooner and five tugs.

Lack of snow has caused much embarresment to the winter lumber trade. It is reported from Lake Superior that some of the lumber camps are about to freeze up.

This office is in receipt of the Buffalo Express year book and calender, a handsomely illustrated chronicle of Buffalo events and statistics. The numerous cuts are splendid, and the entire work is a masterpiece of topography.

We take pleasure in recommending the Mount Olive Erasive Liquid, manufactured by Captain D. A. McLachlin, for cleaning varnish and painted articles without injury to the polish. Price 40c per gallon. Address the Captain at 533 Trumbull avenue, Detroit, Mich.

Col. Poe's annual report shows that though the number of passengers through the Sault canal fell off 1,552 last year the tonnage increased 233,061 and the freight increased 916,736 tons. But for the falling off in grain, manufactured iron and copper, the increase would have been much greater.

Captain James Corrigan has sold to his brother, John Corrigan, the steamboat Raleigh, recently reported by the daily papers as being made over to Captain Morley, in part payment for the new steamboat W. B. Morley. The Raleigh is valued in Inland Lloyds at $65,000, but the terms on which she has been purchased are private.

The annual report of Collector of Customs W. J. McKinnie, of Cleveland, presents some startling figures regarding the bituminous coal business of this neighborhood A little work in addition shows that Cleveland, Ashtabula, Fairport, and Lorain last season shipped 3,136,996 tons of bituminous coal. Toledo's shipments would probably bring the amount up to 4,500,000 tons, to say nothing of a very heavy movement out of Erie. When it is known that the shipments of anthracite out of Buffalo compare favorably with the bituminous trade and that 4,500,000 gross tons of ore were transported by lake, a fair estimate of the water commerce of this neighborhood can be formed. Grain shipments and the movement of general merchandise also contributed very largely to the business.

This office is in receipt of a handsomet programme, and a complimentary ticket to the eighth annual ball given by the marine engineer's beneficial association, to be held at Heard's hall, Euclid avenue, on Wednesday, January 23rd. Music will be rendered by M. Fiesher's full orchestra. The officials will be arranged as follows: Business committee—M. B. Sturtevant, D. W. Johnson, S. H. Hunter; reception committee—C. M. Stoddard, Q. Miller, R. S. Hay, J. Smith; supper committe—Jas. Chase, Jas. Kirby, J. Aikin; sergeant-at-arms—J. T. Mead; floor directors—O. N. Steele, Geo. Parsons; floor managers—Wm. Lloyd, Frank Radcliffe, J. C. Chadwick, Wm. Lowe. We can vouch for a most enjoyable ball and shall endeavor to be present to witness the festivities in person.

The barge Havana is in the Cleveland dry dock to have bottom and ceiling calked.

The Cleveland Ship Building Co., are doing general repairs on the boilers of the propellers Onoko and Shelton.

William Mullen who has charge of the propeller machinery on the new Michigan Central ferry boat, will on the opening of navigation, resume his old position as chief of the Jessie H Farwell.

We have received during the week a profusely illustrated catalogue of stoves from F. & H. Born, Superior St. The members of this firm are practical men, and seem to be entering more extensively into the shipping trade.

The contract for the outfit of the kitchen on the new steamer City of Detroit of the Detroit and Cleveland steam navigation company, has been awarded to the well known firm of F. & H. Born, Cleveland, O. The order will consist of one nine feet range containing three ovens, two of F. & H, Born's steel plate fire ranges, one twenty-four inch charcoal meat broiler, a complete set of Born's mammoth urns for tea, coffee, hot water and milk, copper boilers with steamers, etc.

This office is in receipt of a unique mauve tinted programme and complimentary ticket from the brotherhood of the lake marine engineers, parent lodge, No. 1, Cleveland O., who will give their first annual ball at Rhode's hall, corner Pearl street and Franklin avenue, Friday evening, January 18th. Bowman & McAffee's full voiced orchestra, will be in attendance, the committee of management are as follows: Matthew Thomas, George Matthews, Richard Masten, Albert Eckard, John Bodrick, William Doubelde; reception committee H. A. Howe, P. H. Doyle, Chas. Gumlich; floor directors, John B. Miller, Matthew Thomas; floor managers Charles Rice, Thomas Shannon, George Ellsworth. Although this is the first annual given by the brotherhood, we feel sure that all of the arrangements, even to the minutest details will be well attended to and the success of the festivities is already a foregone conclusion. We trust to meet at the ball a large number of our marine engineering friends and their ladies.

The draw of the Main street bridge was wide enough to admit passage of the boat, but the J. H. Devereux being abreast the Transfer stuck. After moving the J. H. Deveraux the new boat went through as nicely as though she had been measured for the passage and she tied up to the coal dock and took aboard three hundred tons of coal. She will probably leave here early on Saturday morning for Detroit, under the command of Captain J. R. Ennis, assisted, we presume by Captain McLachlin and others. John A. Westaway will control her machinery with chief engineer Arthur O. Burton, Engineer William Cullen having charge of the propeller machinery. Several invitations have been issued, and we trust that she will experience a pleasant run up Lake Erie.

The new ferry boat built by the Cleveland ship building company for the Michigan Central rail road, came down to the coal dock yesterday under her own steam. Her machinery worked well, and the many gentleman on board spoke highly of her general build and finishings. The extra strength given to the midship part of this vessel is a remarkable, and excellent feature in shipbuilding, for in addition to the usual frames she has for 60 feet in the wake of the sidewheels and engines heavy belt frames, with three double fore and aft frames, all diamond plated at each section, where they cross. In the lower hold forward there is a watertight compartment with a fore and aft bulkhead which is another departure from the usual mode of building. She has five iron bulkheads dividing the vessel into seven compartments. The spacious tween decks on which her machinery is placed, resembles a clean and commodious engine house on shore more than the engine room of a vessel, and we may venture to say that it will be kept so while the boat is in active service. Among the gentlemen who came down the river in the steamer was Captain J. R. Ennis, Captain McLachlin of the steamer City of Cleveland, Captain Horn of the Garland, John A. Westaway, William Cullen, Mr. Pemberthy, president of the Eagle Iron Works, Detroit. The White Rose, club at the Adams House was well attended Mr. Griffin doing the honors.

CHICAGO, ILL.

Special to the Marine Record.

The schooner America was sold by Davison & Holmes, to Captain A. L. McGraw; consideration $4,000.

Captain E. E. Hapier, sold his tug A. S. Allen to Captain T. J. Scanlan; consideration $4,000.

Captain Hapier will replace the Allen with a tug which will be built here this winter on the composite plan, with steel frames and wooden planking. She will be 70 feet long, 16 feet beam 8 feet hold. She will have a fore and aft compound engine 9 and 16 by 16, which will be built by C. F. Eimes, Chicago, and a steel boiler 5 by 10 to be allowed 175 pounds of steam to be built by the Bee boiler works, Chicago.

Engineer John Rigg, of the steamship D. W. Rust, passed through on his way to Milwaukee, to look after the Chapin Mining Co's. steamship Progress laid up there.

Captain Robert Caswell, of Ludington, stayed in Chicago a few days visiting his friends before starting for San Diago, San Francisco and Puget sound to try and recuperate his health.

Our lumber merchants and vessel men are being crowded out of South Water street by commission men who trade in poultry and other cosmetibles.

During 1888 Jessie Spaulding and Ira H. Owen, removed to the Metropolitan building, Mueller, Christy and Raber to the Grand Pacific hotel, Hitchcock and Foster and Edward E. Ayer to the Rookery building. WILLIAMS.

BUFFALO, N. Y.

Captain Henry Andrews, of the schooner Nellie Redington, has closed his thirty-ninth season as master of lake vessels. Of this time thirty-four years were spent in three vessels. He brought down the first full cargo of Lake Superior iron ore, took the first vessel through the Sault canal, and landed the first locomotives at Marquette,

Captain Landgraf, of Vermillion, O., has bought the propeller Nevada from Kelderhouse, Maytham, and others, the purchase price being $30,000. Captain Landgraf sailed the schooner H. D. Alverson last season and will command the Nevada the coming year. She will run in the general trade, according to the Lloyd's register. The Nevada was built in 1882, rates A2 and is valued at $35,000.

The Buffalo, Rochester & Pittsburg Railroad has bought the Ganson street dock, near South Michigan street, which it has been using under a lease, and has secured possession of the two adjoining docks owned by H. H. Hale and the Wells estate. Mr. George E. Merchant, president of the Rochester & Pittsburg Coal and Iron Company, conducted the negotiations, which were concluded on Saturday. These three docks have a water frontage of 1,700 feet on the Pratt & Wadham slip and the city ship canal, and the Buffalo creek railroad runs along their entire northern frontage. The principal object of this acquisition is to extend and develop the coal business of the Rochester & Pittsburg Company in Buffalo, and by the way of Buffalo to the lake ports of the Northwest. The same company has also bought the Roberts' property, consisting of fourteen acres, with complete docks, shutes, etc., for the storage and handling of coal at Charlotte, Lake Ontario. A new railway will be built by June or July next from Lincoln Park, on the Buffalo, Rochester & Pittsburg, just west of Rochester, leading direct to the docks and lake and connecting with the Rome, Watertown & Ogdensburg railroad.

The unusual stir in marine matters has reached Buffalo, though it will not be felt as much here as elsewhere, from the fact that there is but little vessel property for sale here and the shipyards are quietly at work on crafts that will take them some time to finish, and which will be likely to prevent their accepting any more work at present.

Captain John Green has received from the underwriters the $45,000 insurance on the propeller M. M. Drake. He thinks of making them an offer for her, but says that he refused to withdraw his notice of abandonment when he was given permission last week to do so.

New upper works, stanchions, rail, plank-sheer; timber-heads, etc., are to be given the schooner W. H. Rounds, at Toledo.

Though there seems to be nothing doing in Buffalo in the line of vessel transfers, a great activity has developed at some other ports. The new propeller W. B. Morley, which is wintering in Buffalo, has been sold by her owner in Marine City, whose name she bears, to Corrigan & Huntington, of Cleveland, for $140,000.

TOLEDO, OHIO.

Special to the Marine Record.

Tobey & Dailey, ship chandlers, have purchased the steam yacht Parkman, of Mt. Clemens, Mich., and are lengthening her 15 feet and spreading her 16 inches. She has an upright boiler 3 feet 4 inches by 4 feet 6 inches, allowed 140 pounds steam. Her engines are two 6x6. Her owners will run her from the vicinity of their store to the Wheeling & Lake Erie coal and ore docks at Ironville, carrying passengers and freight, stopping at intermediate points.

Before many days you will hear that Toledo parties have bought a large steambarge now being built by Davidson at Bay City.

Captain Taylor, of the steambarge Tempest, was in the city Tuesday.

The Marine Engineers' Beneficial Association, of this city, will give their annual ball at Odd Fellows Temple, Wednesday evening, January 16. As the city is now lighted by electricity it is to be hoped that everybody will get home without having any of their head gear carried away.

Captain John Dunseith is visiting relatives at Barrie, Ontario.

Captain Brown Chamberlain, of the tug A. W. Colton, will return to this city in a few days to remain the balance of the winter.

The Bad Boy, the smallest tug in the harbor, is yet running. C. O. D.

FRANKFORT, MICH.

Special to the Marine Record.

A short time ago the RECORD made a typographical error stating that the schooner Mishtocit was hard up in Portage lake. The facts are she is laid up in snug winter quarters after a successful season in Portage lake, and is in good shape.

The first departure for 1888 was the little propeller George D. Sanford making round trip to Manistee and return January 2nd. The tug Maggie Lutz is still running, engaged in fishing.

The following are in winter quarters here: Schooner Jennie Weaver, propeller John D. Denver, tugs L. Q. Rawson, Alice M. Campbell, Jessie Slyfield, Cynthia, sloops Nettie, Hooker, and Adeline.

On the evening of January 1st a steamer light was seen approaching the harbor. She ran under check and when near the piers laid course for Milwaukee. It is supposed to have been the barge G. T. Burroughs bound from Harbor Springs for Milwaukee.

We notice that the old Mary Stockton has found a fanal resting place on the rocks at Cleveland, after thirty-four years' battle with the elements and the dangers of our "unsalted" seas. She was built at Manitou, Wisconsin, by Captain Bates in his yard near 8th street bridge.

As Captain Bates is still on deck and wields a fluent pen, a few reminiacences of early ship building would prove of interest to the RECORD readers. We believe the first vessel built at Manitowoc was the Citizen, in 1847; and the first prop., Union, in 1860. BURMEISTER.

WEST BAY CITY, MICH.

The propeller K. M. Forbes having been sold, her consort, the Mable Wilson, has also changed hands. F. W. Wheeler of Bay City, has sold her to Ralph & Waterson of Detroit for $70,000.

Peter J. Stamm and Peter Pastor have sold the schooner H. M. Scove to Captain O. M. Nelson and Uhrig, Darvel & Co., of Milwaukee for $4,000. She was built in 1873. These transfers are of great significance, as showing the estimates vessels are placing on the business of next season. The Scove brought just her insurance valuation, being old and of small size, but the Wilson is valued at only $55,000 and the Morley at 125,000. Both sell at $15,000 above their estimated value, while vessels a year ago were selling away below this valuation. It should be observed in this connection that vesselmen were entirely mistaken last winter as to the business to be done in 1888, and it is quite possible that they are just as far wide of the mark on the other side now. Still it doesn't look so.

Captain James Davidson is building at Bay City a steamer 205 feet long for Eastman and Wilhelm of East Saginaw.

Captain Chesley Wheeler of Bay City, father of the well-known shipbuilder F. W. Wheeler of West Bay City, will open a shipyard at East Saginaw and build for B. Boutelle of Bay City a steamer 180 feet long, with 34 feet beam and 13 feet depth of hold, for the lumber trade, The cost of the craft is placed at $45,000.

SHEBOYGAN, MICH.

Delegations of shanty men are coming in from the woods. The work in many of the camps is suspended, and hundreds of men between here and Bay City have been discharged for leak of snow to clear the skidways. The log crop promises to be very scant this winter.

ST. CATHERINES, ONT.

Captain John Frazer, who has been a boarder at the Grand Central hotel for about two years, was found dead in bed last Saturday morning. He was taken ill Friday night and complained of feeling cold and sore. At 6 o'clock Saturday morning he dismissed his attendants, saying he was better. At 8:30 he was found lying in bed dead. Captain Frazer has been sailing on the lakes for many years and was very popular and highly respected. He hailed from Windsor.

DULUTH, MINN.

Coal dock strikers have been parading the streets.

The lumbermen in the northwest are breaking up their camps and giving up business for the winter. A Duluth correspondent says that in all directions lumber camps are preparing to break up. There is no snow, and it is impossible to work, and lumbermen are generally discouraged. Twenty camps at Tower, Minn., have already been closed and fully four hundred men have been thrown out of employment.

THE Boston Chamber of Commerce was crowded on the occasion of the presentation to Captain James and his life saving crew, who did such noble work on the coast during the recent storm, of the fund of $4 700 contributed as a testimony to their bravery. In addition, the humane society medals were presented and the sum of $470 was added. Appropriate addresses were made.

QUERY: If nine tenths of the Inman Line fleet is owned by American citizens, why are the British allowed to subsidize these vessels in the interests of her naval reserve. If England takes umbrage at a power friendly to us, is American capital to assist in the conclusion or ratification of terms? The entire question will stand considerable ventilation, and the citizens of the United States have a right to demand these paticulars.

The new steamer Keewatin, being built at Owen Sound for the Canadian Pacific railway, will be ready for the coming season's work between Owen Sound, Sault ste. Marie and Port Arthur. One great improvement over other boats will be that the hurricane deck will be fitted as a promenade. She will be commanded by Captain Anderson, who has so ably commanded the Alberta. The Alberta will be commanded for the season of 1889 by Captain James McAllister, a Toronto boy and a good seaman.

MARITIME LAW.

COMMON CARRIERS—TRANSSHIPMENT—DAMAGES—RISE IN MARKET VALUE DURING DETENTION BY FAULT OF CARRIER.

U. S. District Court, District of New Jersey.

1. Where a consignment of prunes shipped at Trieste for New York via Palermo was transshipped at Palermo and was stored in a lighter exposed to hot weather there for fifty-five days, and was then brought to New York and delivered in a damaged condition. Held, the damage was due to the exposure at Palermo and not to inherent deterioration.

2. Although the market price of the prunes advanced during the interval between the time when the prunes should have arrived in New York in due course, and the time of actual arrival after the detention at Palermo, held, that the carrier could not take any advantage of this rise in market to reduce the damages resulting from his negligence and delay in transshipping the prunes.

Wales, J.

This case was referred to Linsley Rowe, Esq., commissioner, to ascertain and report the amount of damages, if, any, suffered by the libelants, by reason of the delay of the respondents in transshipping at Palermo 600 casks of prunes which had been shipped at Trieste to be delivered in New York. The prunes should have been delivered in New York not later than the 28th of April, but did not arrive until the 11th of the following June, having been detained at Palermo for fifty-five days. The question whether there had been neglect and unreasonable delay on the part of the respondents in forwarding the cargo from Palermo was decided by Judge Nixon, who held that "if any injury resulted to the cargo from the long detention, the loss must be charged to the respondent corporation which caused it" (23 Fed. Rep., 915.) There was some conflict in the testimony submitted to the commissioner as to the condition of the fruit when it arrived in New York, and whether its damaged condition was the effect of inherent deterioration, or of exposure for an unreasonable time to the hot climate of Sicily? On both of these points, the preponderating proof sustains the allegations of the libel. The fruit had been selected with unusual care, having been twice inspected before it was shipped at Trieste; while at Palermo it was stove in an old hulk or a floating magazine for nearly two months of the hottest period of the year in that region. The result of such exposure could not be other than injurious.

On the extent of the injury directly traceable to the cause, the testimony is contradictory but it certainly does not require very much evidence to prove that perishable articles like prunes cannot stand long exposure to a tropical climate without risk of serious injury, if not of a total loss. As a matter of fact about two thirds of the prunes were found damaged when examined in New York immediately after their delivery. The libelant notified the respondents' agents that in consequence of the wrongful detention he would hold the respondents liable for damages, and requested them to appoint some person to represent them at an inspection of the fruit, with the view to an amicable adjustment. This request was declined, or at least not complied with, and the libelant's experts inspected the casks in the absence of the respondents, and made written records which were among the exhibits in the case. One of the inspectors states that 499 casks were damaged from 12 to 30 per cent in value, and the owner says that he never saw prunes arriving between January and June as badly injured. The respondents witnesses contradict these statements, but their examination of the fruit was superficial; their report was not reduced to writing and as they gave their testimony from recolecton long afterwards, it cannot be deemed of full weight with the libelants proofs. The prunes were sold on the 8th of July, within less than one month after their delivery. One hundred and ninety-one casks of sound fruit brought 8 cents per pound, and four hundred and nine casks of damaged fruit sold for five and one quarter cents per pound. On the day of the sale the market price of sound prunes was six cents and the libelant claims as the measure of his sale the difference between that price and the sale for which the damaged casks sold, which would be three fourths of a cent. On the other hand, the respondents contend that the libelants is not entitled to recover anything on the broad ground that the delay in delivering the prunes instead of being a loss, resulted in an actual profit to the libelant; in other words, that the prunes sold for much more on the 8th of July than they would have sold on the 28th of the preceding April, the day when they should have been delivered. Reduced to figures, the libelant made a total profit on the whole lot of six hundred casks, in consequence of the advance of the market price between April 28th and July 8th of $4 818 08.

The commissioner, after a careful review of the evidence, and an elaborate discussion of the law relating to the rule of damages in such cases, has found for the libelant, estimating his loss of the sale of the unsound prunes at one half cent on the pound, that being the difference between the market price of sound prunes on June 18th, the day of delayed delivery (5¾).

The items of damage are reported as follows:

Damage to 409 casks prunes, weighing	
Net 556,712 lbs, at ½c	$2,783.56
Cooperage	120.00
	2.903 56
Interest on above from June 18, 1881	1,161.50
Interes on invoice $33,000.00 for 40 days.	220.60
	$4,285 06

In fixing this measure of damages, the commissioner says; "the testimony shows that the prices for the season were as follows: March, 5⅛c; April and May, 6c. This gives as the average price for the season 5½c."

Upon a careful consideration of the whole matter—I am of opinion that under the circumstances of this case, the damages must be measured by the price at the date of delivery, which proved to be 5¾c."

The libelant claimed the difference between 5¼ cents and 6 cents, but the commissioner hastily concluded that he had no right to store the goods, and wait for a rising market. The libelant was obliged to use reasonable diligence in disposing of the goods, but not to delay the sale at the risk of further deterioration of a perishable article.

The items of damage are reported as follows:

The exception to the principal item of damage would have some validity if the delayed delivery had not been caused by the fault of the respondents; but it having been decided that the long detention at Palermo, was directly attributable to their neglect to provide means for prompt transhipment, they cannot now be allowed to take advantage of their own wrong, and claim a participation of profits growing out of a rise in the market price. The profit accruing from the accidental rise in the market belonged to the libellant, and it would be an extraordinary misapplication of the principles of justice to allow the respondents to escape all liability for their negligence and dereliction of duty by depriving the libelant of any recompense for their wrong because of the advance in price; to do this would be to bestow a premium on the misconduct of the respondents. The illustration presented on the argument by libelant's proctor exhibits the dangers of adopting the rule contended for by the respondents. Here were 600 casks of prunes consigned to the libellant; suppose that the price had doubled between April 28, the day when they should have been delivered, and June 11th, the day of actual delivery. Suppose, also, that 300 casks were delivered sound, and the other 300 were totally destroyed, by the fault of the carrier. Can the shipowner claim that the doubling of the market price had relieved him from payment for the half destroyed? It is admitted that had the delay occurred without fault on the part of the carrier, the libellant would not be entitled to recover, it having been well settled by competent authority, that in long and uncertain voyages by sea, the damages by the fall of the market are too remote to be recoverable against the carrier. Parana 2 P. D., 118; The Notting Hill, 9 P. D., 105. In the latter case, it was said by Sir James Hannen, that the loss of market is an accidental loss and the allowance of such a claim would also be contrary to the long established practice of the admiralty court. But here there was no proof that the long delay was caused by any stress of weather, but it seems to have arisen from the respondents neglect to provide for the more direct transportation of the merchandise to New York after its arrival in Palermo. In the case of the ship Sabrencelio (8 Ben., 90) rags damaged by contact with petroleum were sold at auction and bought by the consignee, and by him manufactured into paper which brought the same price as paper manufactured from sound goods. It was held that the price as determined by the sale, fixed the damages, and that the subsequent manufacture into paper could not reduce the damages resulting from the saturation. Even where the measure of damages has been fixed by the parties, the carrier cannot be exempted from the consequences of his own wrong by the sale of the goods at an advanced price.

In Pearse vs. Quebec Steamship Co., 24 Fed. Rep., 285, the bill of lading was for fourteen bales, three of which were damaged. It contained the clause that "in case of damage loss or non-delivery, the shipowners will not be liable for more than the invoice value of the goods." The invoice value of the goods was $2,692,16, the price obtained for the whole in the foreign market was $2,901,85. The invoice value of the damaged goods alone was $571,05; the actual price received for them was $184,85, The respondents there contended that the stipulation of the bill of lading could be construed as limiting their responsibility to the invoice value of the shipment as a whole, and that the carriers were not to be liable for any loss or damage, provided the shipper ultimately realized at the port of destination the whole invoice value. But the court held that if the construction contended for by the claimants were the proper meaning of the limited clause, it would be void upon grounds of public policy, as unreasonable and as affording a direct encouragement to the theft or non delivery of the shippers' goods, for on every shipment, whether there was a loss or not, the carrer might without accountability appropriate to his own use enough of the owners goods to reduce the aggregate value of what remained in the foreign market, to the invoice value of the whole, a result destructive of all commerce, because enabling the carrier to appropriate all its profits. The decree in that case, was, that the libellant was awarded the difference between the invoice value of the goods damaged and freight, and the net proceeds of the sale of them, see also Sedgwick on Damages, 56 (Ed., 1880), note; "Damages not reduced by benefit to plaintiff accruing through defendants wrong.

Nor have the respondents any just cause to complain of the postponement of the sale of the damaged prunes. The interval of time that elapsed between delivery and the day of sale was not long, It was the duty of the libellent to prevent a sacrifice of his property, and to obtain the best market price, and this course was equally advantageous to the respondents, for if the damaged prunes had been sold immediately on their arrival, it is quite probable that they would have sold for less than they did, there is no evidence that they might have brought more, moreover, it is questionable whether the libellant would have been justified in making an immediate sale, and without any endeavor to secure the highest attainable price.

In Read vs: The Marinin S,. 28 Fed. Rep. 668, it was said to be unreasonable to throw a large quantity of goods on the market for sale at auction as damaged goods, upon a slight examination, at the assumed risk and loss of the vessel, and that a court of admiralty would not support any such precipitate action. It was held that the master was entitled to the same protection against unreasonable and indiscriminate sales by the consignee in the port of discharge on the vessel's account and risk, that is imposed on the master in favor of the owner on a sale by the master in a foreign port.

The respondents further claim that the amount of rebate of duties allowed to the libellant at the Custom House should be deducted from the damages ascertained by the commissioner. This question has already been adjudicated. The Erne, 8 Fed., 161: 17 Blatch, 16; The Lizzie W. Virden 8 Fed. Rep 624 The rebate was the customary one allowed on all fruit cargoes, the benefit of which belonged to the owner, and had no reference to the damages caused by the respondents neglect and differing in this respect from the Mangalore, 23 Fed. R p ,463, cited by the respondents proctor.

The exceptions are overruled and the report confirmed: and it is

ORDERED that a decree be entered for the libellant for the amount found to be due by the commissioner, with interest on the sum of $2,903 56 from the 15th day of February 1888 (the day of filing the report to the day entering the decree, with costs, November 5th, 1888.

(*Claimant was subsequently allowed his disbursement, on the ground that the vessel was attached after he had given notice to the libelant that he would appear and bond on notice of the filing of this libel.

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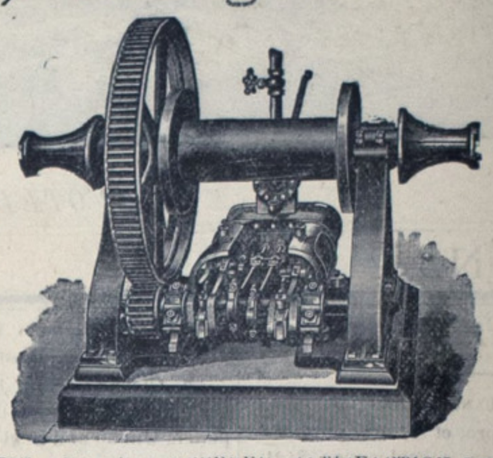

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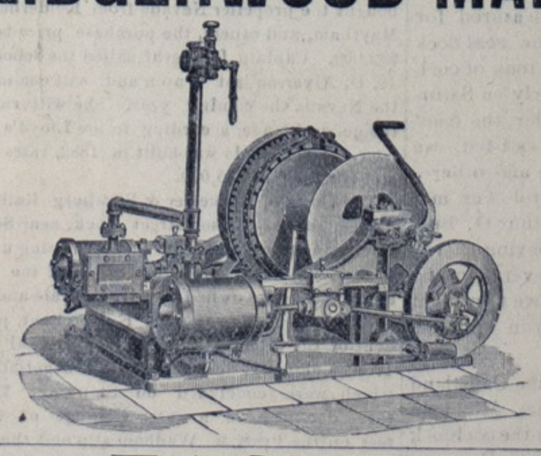

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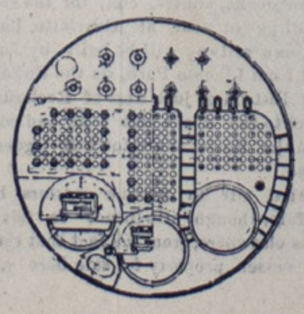

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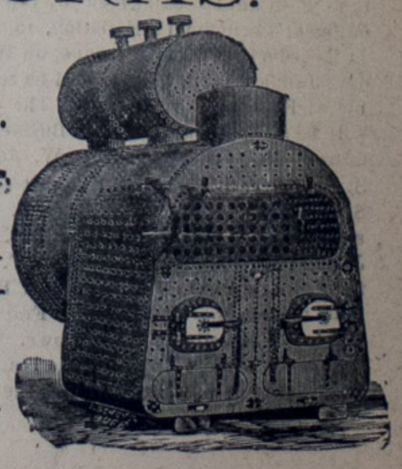

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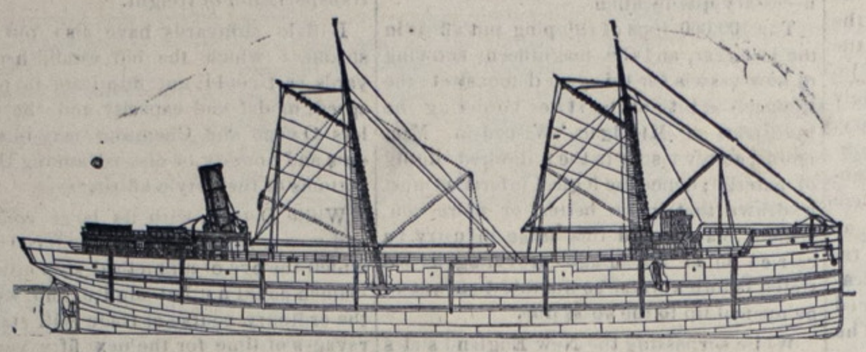

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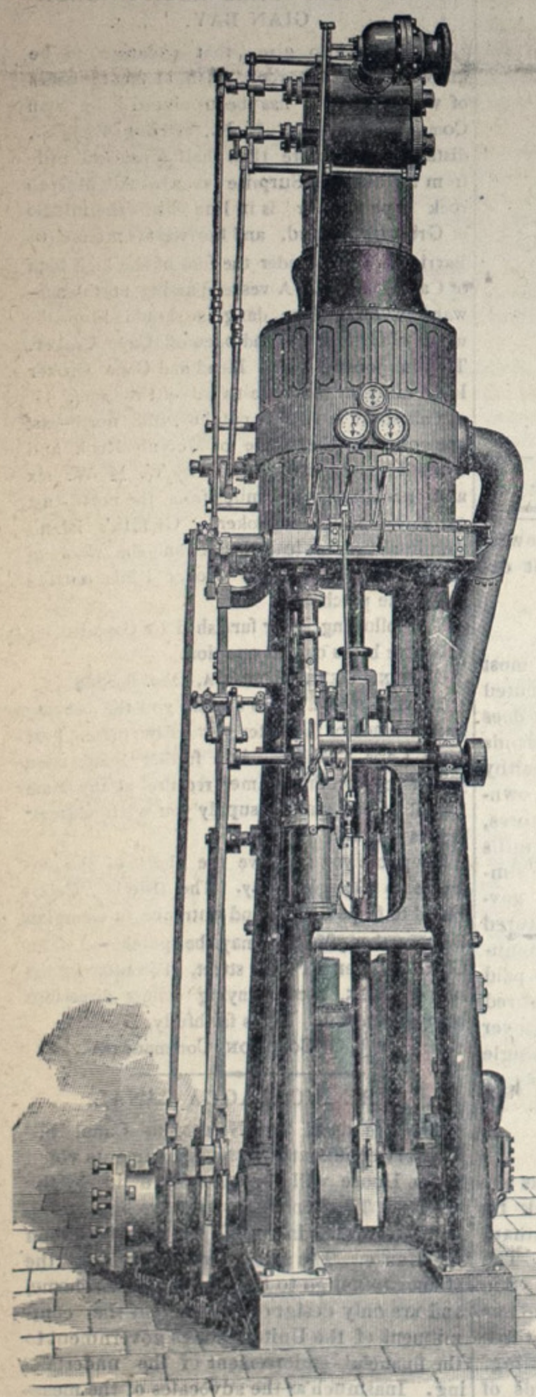

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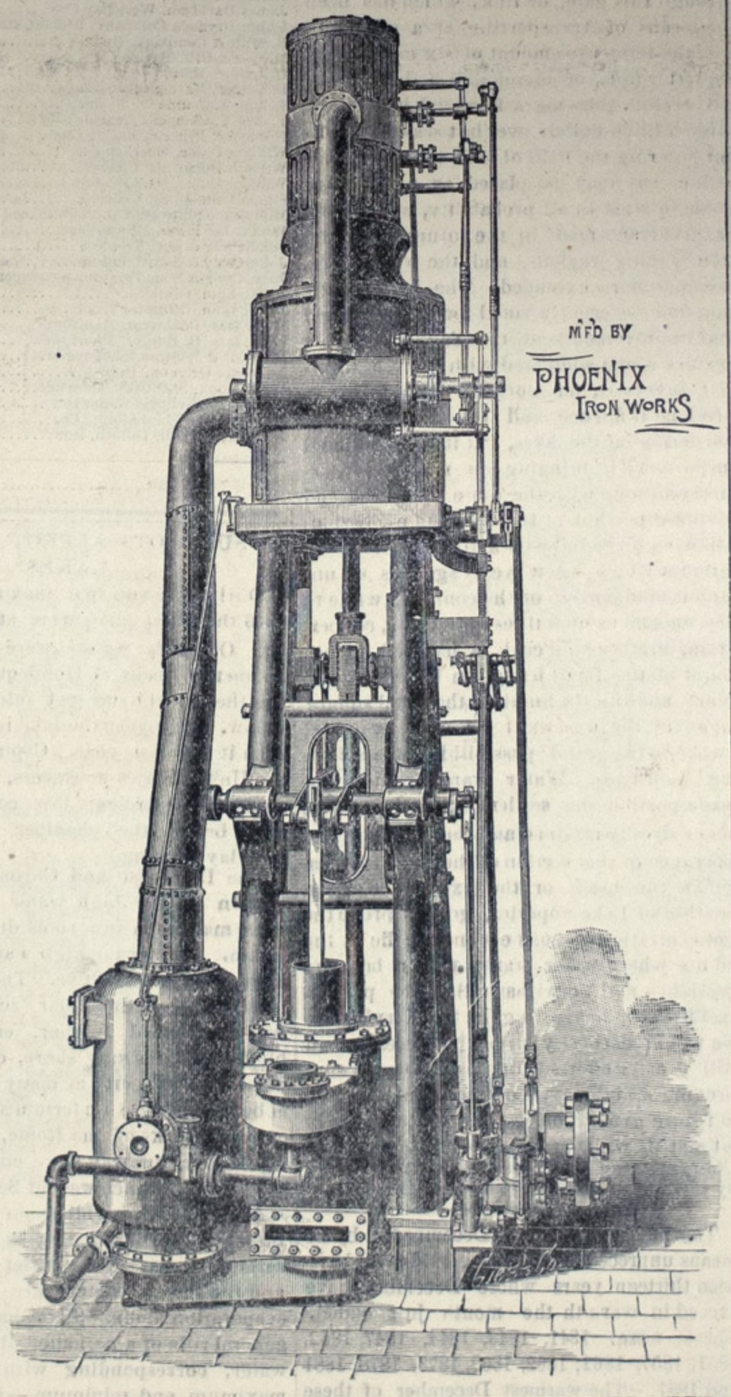

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MARINE RECORD—OFFICIAL PAPER.

AMATEUR SAILING MASTERS.

The following from the Philadelphia Ledger is given for what it is worth: "I went across on one of the North German Lloyd steamers, and found it much more agreeable than the British steamer, and I should think that they were better patronized, for when I came back I could not get a berth on one of three North German Lloyd ships and had no trouble in getting one on the crack Cunard steamer. The British skippers refuse to learn anything, and seem to think that they are respected more if they refuse to make concessions to the reasonable demands of the traveling public".

It is just such a spirit or disposition as is evinced by the writer of the above, which tends to make ordinary traveling monotonous and unpleasant in trivial matters. The writer evidently was willing to teach the skipper everything in a few days, especially the best, safest, and most correct way to handle his boat, and the proper way to conduct himself in the presence of passengers, etc, imagining that because his teachings were not appreciated the skipper was a man of boorish and uncultured habits; yet if it could be thoroughly understood that probably a score of just such people are on board of an Atlantic passenger steamer every passage, all willing to enter upon the task of running the boat, captain, and passengers, less regard would be taken of the fact that the captain's fault lies in his strictly attending to his own business, while to converse, or spend more time with any one passenger, to the exclusion of others would create a small feeling of jealousy. Frequent complaints have been made just on these lines, hence, a long experience has taught the masters of the North Atlantic passenger steamers that civility to all and intimacy to none is the most level and equitable way to carry on their business, and although they may often wish to relax their vigilance and bearing in the presence of people who have frequently traveled on the steamer, yet official discipline will not allow them to do so. A gentleman not interested in the direct working of the vessel will at all times be willing to admit the advisability of allowing the proper officials the full credit of their qualifications, especially for the few days in which he happens to be brought into contact with them. While a carping amateur will endeavor by insinuations and otherwise to prove the utter incompetency and total ignorance of those who are for the time being keeping him afloat. The one radical cure for the grumbling passenger is a passage of one hundred and fifty days in a sailing ship and the man or person who is not able to cross the Atlantic without trying to teach, and curry favor, or scrape acquaintance with the driver of the marine omnibus, according to our belief, ought to undergo just such treatment.

IMPORTANT LINKS.

So important a link to the chain of lakes as the St. Clair canal, and about which so much has recently been written, is finally declared to be under the jurisdiction of the United States government, according to the position of the boundary line between the United States and Canada, as fixed by the commissioners in June, 1882, under the treaty of Ghent. While the exercise of jurisdiction by Canada, over the exceedingly small portion of the eastern boundary, could not in any way effect the use or control of the canal by the United States tonnage. The question being thus settled vessel interests will feel greatly relieved, as no farther anxiety need be entertained regarding possible international complications, arising from a partial or disputed control of the St. Clair ship canal. The question of jurisdiction over this important link to the chain of lakes was not settled before occasion demanded, while a thorough and clear determination of the boundary line as coonected with the lake traffic ought to be marked wherever practicable, so that people might ordinarily be advised without the unnecessary trouble of searching out the facts from legal records.

The waters leading to, and adjacent to the Saulte Ste. Marie canal must also be clearly defined, so that no expenditure by the United States in the way of establishing light houses, fog signal stations, dredging operations, and other improvements will be appropriated to the use of the Canadian marine without due acknowledgements being made, and enforced, so that in the future of the Saulte canal no feature of obstruction to the laws of trade and comity will be experienced.

The steady increase of American commerce through the present Saulte Ste. Marie canal argues the fact that within a decade from now, vast improvements will be absolutely necessary, to facilitate the merchant marine of the great lakes in navigating the approaches, and towards their safe conduct through this gate, or link, which has been the means of transporting at a minimum cost the immense amount of six million and a quarter tons of merchandise during the past season, showing a financial increase of three million dollars over last season. Without entering the field of statistics this annual increase may be placed as an average guide to what in all probability, will be the usual advancement in the future when the iron mining regions, and the wheat area, becomes more extended. The half a million dollars recently voted for the extension and improvements at the Saulte is but a moderate sum compared with the vast interests involved, for not only does this connection influence and interest the states bordering on the lakes, but it is of national importance in bringing our north west territory in tone with the more advanced and civilized portion of the sister states, besides allowing large industries to flourish on the ground which a few years ago was an unproducable portion of the country, while to day enormous quantities of iron ore, copper, grain, lumber and coal, is handled on account of the facilities given by the Saulte canal, and the six hundred thousand square miles to the westward has not even yet awoke to the grand possibilities of its coming industries. Water transportation has made possible the settlement, and development already attained and the growing importance of that section of the country situated at the head, or the extreme western portion of Lake Superior, goes to prove the concentration of business and traffic to the points where water transportation becomes available, and notwithstanding the present facilities for navigating the St. Mary's river we would earnestly urge the necessity of still greater efforts being made toward improving a highway, the importance of which to future generations can not be too highly estimated, while at the present time the St. Clair, and the Saulte canal, is rivaled only by the North Atlantic passenger trade.

The mild weather of December is by no means unprecedented. Since 1840 there have been thirteen years whose Decembers have exceed in warmth the month just ended. These were: 1841, 1843, 1844, 1847, 1852, 1851, 1857, 1861, 1862, 1869, 1873, 1878, 1881 and 1887. The warmest December of these years was in 1881, when the ayerage temperature was 34.3°. December, 1876, was an extremely cold month, the mean temperature being 17.2°. The highest temperature during December, 1888, was 47°, and the lowest zero. Since 1840 there have been eight New Year's days when the weather was warmer than on Tuesday. These were in the years 1845, 1846, 1847, 1848, 1870, 1874, 1876, and 1886. In 1848 the average temperature on New Year's day was 41.3°, the highest being 45°, and on the following day it reached 57°.

NEW TONNAGE.

The tonnage of the great lakes is fast becoming the leading feature in the merchant marine of the United States and natural obstacles alone prevent us from entering into contracts for the construction of naval vessels. Should these obstructions ever be cleared away and water enough found to float vessels of large dimensions to the sea coast, we need not stretch a thread of imagination to believe that the lake region would soon become the shipyard of the republic. The essential points of shipbuilding are in having the men, money and materials. The many established shipyards having all the latest and best modern appliances and machinery prove that we have the first necessary qualification.

The 100,000 tons of shipping put afloat in the last year, and the magnificent showing of new vessels for this year demonstrate the financial ability of the states bordering the industries of Michigan, Wisconsin, Minnesota, amply testify to the unlimited supply of material; hence the logical inference must be drawn that in no better, or more convenient place could this large industry be carried on to advantage providing as we stated before a water communication was to be opened up to the coast line.

While surpassing the New England states in point of shipbuilding our land locked waters limit the output to home requirements, yet being thus heavily handicapped we show according to the report of the United States commissioner of navigation for the fiscal year ending June 30, 1888, a clear gain in new tonnage over the Atlantic seaboard of 8 per cent and this gain is in the face of a statement that the coasting trade is employing more and better vessels every year. Cleveland builds at present about the same tonnage in the aggregate as the whole state of Maine with this destinction, however, that while Maine builds almost exclusively sailing craft of less than 1,000 tons, Cleveland turns out practically nothing but large and costly steamers, fitted out elaborately, having high classed machinery, and the most modern devices for facilitating the handling and transportation of freight.

Buffalo shipyards have also put afloat steamers which the old established shipyards east could not duplicate in point of speed, model and capacity and the propellers Owego and Chemung may in all fairness and honesty be classed among the best bottoms of their style afloat.

While Detroit, with its large composite, and wooden shipyards has produced vessels which the eye of a practical shipbuilder, or seaman could not but admire, and which in the ordinary course of trade will stand the ravages of time for the next fifty years, reflecting honor and credit on their skillful and enterprising architects.

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Globe Iron Works Co., Cleveland, steel	Prop...	2,300	$260.000	Lehigh Valley Trans. Co.
Globe Iron Works Co., Cleveland, steel	Prop...	2,300	260 000	Lehigh Valley Trans. Co.
Globe Iron Works Co., Cleveland, steel	Prop...	3,000	275,000	Mutual Trans. Co.
Globe Iron Works Co., Cleveland, steel	Prop...	2,500	225,000	Northern Trans. Co.
Globe Iron Works Co., Cleveland, steel	Prop...	2,500	225.000	Northern Trans. Co.
Globe Iron Works Co., Cleveland, steel	Prop...	2,500	225,000	Northern Trans. Co. (North Queen.
Globe Iron Works Co., Cleveland, steel	Prop...	1,800	150 000	Wallace, et al.
Cleveland Shipbuilding Co., Cleveland, steel	Prop...	2,800	240 000	Cleveland Iron Mining Co.
Cleveland Shipbuilding Co., Cleveland, steel	Ferry..	700	300 000	Michigan Central R. R.
Cleveland Shipbuilding Co., Cleveland, steel	Prop...	2,500	200,000	Cleveland Iron Mining Co.
Thomas Quayle's Sons, Cleveland	Prop...	2,200	130,000	Wilson Transit Line.
Thomas Quayle's Sons, Cleveland	Prop...	2,400	140.000	R. R. Rhodes, et al.
Thomas Quayle's Sons, Cleveland	Prop...	2 400	140,000	Lockwood, et al.
William Radcliffe & Son, Cleveland	Prop...	1,950	105.000	M. A. Bradley, et al.
Cleveland Drydock Co., Cleveland	Prop...	2 000	130 000	Capt. H. J. Johnson, et al.
Detroit Drydock Co., Detroit, steel passenger	Stmr...	750	350,000	Detroit & Cleveland Steam Nav. Co.
Detroit Drydock Co., Detroit, Composite	Prop...	2,500	180,000	Percheron Navigation Co.
Detroit Drydock Co., Detroit, Composite	Prop...	2,500	180,000	Michigan Navigation Co.
Detroit Drydock Co., Detroit, Composite	Prop...	2,500	180,000	Inter Ocean Trans. Co.
Detroit Drydock Co., Detroit, Composite	Prop...	2,500	180,000	For Sale.
Detroit Drydock Co., Detroit	Prop ..	2,500	150,000	Fitzgerald, Egan & Armour.
Detroit Drydock Co., Detroit	Prop...	2,200	135,000	For Sale.
Detroit Drydock Co., Detroit	Prop...	800	75,000	Humphrey, et al.
John Oades & Son, Detroit	Prop...	900	85,000	For Sale.
F. W. Wheeler, West Bay City	Prop...	2,200	125,000	Gratwick, Smith & Freyer Lum. Co.
F. W. Wheeler, West Bay City	Prop...	2,200	125 000	Waldo, Roby & Duddleson.
F. W. Wheeler, West Bay City	Prop...	2 200	125,000	James McBrier, et al.
F. W. Wheeler, West Bay City	Prop...	2,200	125,000	Ward's Detroit & Lake Sup. Line.
F. W. Wheeler, West Bay City	Prop...	2,200	125,000	Fitzgerald, Egan & Armour.
F. W. Wheeler, West Bay City, passenger	Prop...	300	25,000	Richard Armstrong.
F. W. Wheeler, West Bay City, passenger	Prop...	200	25,000	Delta Transportation Co.
F. W. Wheeler, West Bay City, passenger	Prop...	200	25,000	Delta Transportation Co.
James Davidson, West Bay City	Prop...	2,600	150,000	For Sale.
James Davidson, West Bay City	Prop...	2,600	150,000	For Sale.
James Davidson, West Bay City	Prop...	1,500	95,000	Eastman & Wilhelm.
James Davidson, West Bay City	Prop...	1,500	95,000	Eastman & Wilhelm.
James Davidson, West Bay City	Schr...	2,100	75,000	For Sale.
Union Drydock Company, Buffalo, steel	Prop...	2,400	160,000	John Kilderhouse, et al.
R. Mills & Company, Buffalo	Prop...	2,200	135,000	R. Mills & Co., et al.
Morley & Hill, Marine City	Prop...	2,600	150,000	For Sale.
D. Lester, Marine City	Prop...	1,000	70 000	Marine Transit Co.
D. Lester, Marine City	Prop...	1,200	75,000	Marine Transit Co.
T. & S. T. Company, Marine City	Prop...	950	65,000	Own account.
T. & S. T. Company, Marine City	Schr...	1,400	45,000	Own account.
Holland & Pringle, Marine City	Prop...	1 250	80 000	Own account.
William Dulac, Mt. Clemens	Prop...	1,600	70,000	Detroit people.
William Dulac, Mt. Clemens	Schr...	1,000	25 000	Tonawanda Barge Line.
William Dulac, Mt. Clemens	Prop...	300	9,000	Tucker Bros.
Simon Langell, St. Clair	Prop...	1,300	75,000	For Sale.
Milwaukee Shipyard Co., Milwaukee	Prop...	1,850	95,000	J. Fitzgerald, et al.
Wolf & Davidson, Milwaukee	Prop...	1,700	85,000	Wolf & Davidson.
John Craig & Son, Trenton	Prop...	2,300	130,000	For Sale.
John Craig & Son, Trenton	Prop...	1,200	85.000	Comstock & Churchill.
John Craig & Son, Trenton, passenger	Stmr...	150	25,000	For Sale.
R. W. Linn, Gibraltar	Prop...	800	60,000	For Sale.
R. W. Linn, Gibraltar	Schr...	1,800	65,000	Lockwood Taylor & Co.
H. B. & G. B. Burger, Manitowoc	Prop...	1,200	200,000	Goodrich Transportation Co.
H. B. & G. B. Burger, Manitowoc	Prop...	900	35,000	Jonathan Boyce.
Rieboldt & Wolters, Sheboygon	Prop...	600	45,000	Charles F. Ruggles, et al.
Napolean Grignon, Duluth	Schr...	700	25,000	Capt. Yocum.
Capt. Monk, Sandusky, passenger	Prop...	350	30 000	Andrew Wehrle.
Freeman & Kellogg, Green Bay	Prop...	300	23,000	Own account.
Grand Haven Shipbuilding Co.	Prop...	900	85,000	Own account.
Alex. McDougall, Duluth, iron	Stm brg	1,200	80,000	McDougall et al.
Totals		107,161	$7,734,000	Number of new boats 64.

DO SUN SPOTS AFFECT THE GREAT LAKES?

During the sun spot maximum of 1883-4-5-6 the great lakes were at very high levels. Ontario's waters were so high as to submerge docks at Irondequoit bay. During the present sun spot minimum the lake is low. This year the lake is two feet lower than it was last year. Captain Palfrey, of the United States engineers, made a statement of the present low condition of the lake before the chamber of commerce, Monday evening,

The Democrat and Chronicle called attention to the high water in connection with maximum sun spots during the maximum. During the high water, lake storms were very destructive. Their force was increased by the solar activity and the waves reached further, eating into the bluffs of the south shore, causing serious damage to property at many points. Several buildings were undermined at Sea Breeze and the tracks of the Rome, Watertown & Ogdensburg railway were encroached upon for a long distance west of Sea Breeze.

A gentleman residing in Perry states that Silver Lake is now so low as to cause serious alarm. The outlet has dried up, and the surplus waters are discharged by evaporation alone. Silver Lake follows the general rule of a periodicity in high and low water, corresponding with the sun spot maximum and minimum.—*Rochester Democrat.* [While giving all credit to the solar world for its immense influences, it must be distinctly remembered that this earth's satellite controls the rise and fall of tides on a much greater degree than any other agency or power. Mr. Mansill explains ocean tides and tidal waves with the theory that the electric current between the moon and the earth exercises an elastic pressure on the waters of the earth, acting with greatest force about the vertical of the moon's meridian bassage, the waters being lowest under the pressure, and rising as it decreases.—ED.]

LARGE LUMBER INTERESTS.

Puget Sound lumber is the oldest, most profitable, and the most actively prosecuted industry of the sound, employing as it does a capital of over $60,000,000 and thousands of men. Six or eight combined and wealthy saw mill companies virtually control it, owning their own timber lands, ships, stores, and the town sites upon which their mills are located, the dwellings of which are simply rented to their employes. They govern not only the price of the manufactured articles, but the amount that shall be manufactured and the price that shall be paid loggers for logs. These are mainly of red fir, the trees often attaining a height of over 200 and a diameter of eight to ten feet, single logs frequently yielding over 16,000 feet of manufactured lumber.—*Public Opinion.*

THE NORTHWEST.

A visit to the schooner Northwest, as she lies af Pilot Island, was made last week by Thomas H. Smith, of the firm of Leatham & Smith, the Sturgeon-bay wreckers. The vessel was found in bad condition. She lies with her head to the southward and her stern toward the island, there being three feet of water under the stern to swing. She is bearing on the rocks two thirds of her length, and is bulged up between the fore and main hatch, which has thrown her deck up, opened the seams in her bilge, broken the keel and keelson, and probably broken at the bilge. Her rudder is thrown violently against the stern by every sea, and unless cut away will soon pound the stern to pieces. Mr. Smith does not think there will be anything left of the vessel by spring and does not want to touch her on any terms.

THE LAKE LEVEL.

Captain N. T. Trade, in a communication to the Detroit Evening Journal, having advanced the opinion that the low water which has caused so much inconvenience the past two seasons in Detroit and St. Clair rivers is the result of the, deepening of the Limekiln crossing. Gen. O. M. Poe, United States engineer in charge of the lake improvements, makes the following statement: "The widening and deepening of the Limekiln crossing has no effect on the lowering of the water in the lakes. If the statement of the correspondent is true it must follow that Lake Erie would be higher, but the reverse is true. During the last six years Lake Erie has been constantly falling, and in the year ending June, 1888, it fell a mean of three quarters of a foot. Lake Superior, in 1866, was four-tenths of a foot lower than the year before, and in 1877 it was higher than in 1886, and in 1888 is still higher again. While Lake Erie, for the year ending 1st June, shows a fall of three-quarters of a foot, the other lakes above the Detroit river and the Limekiln crossing show a lesser fall and Lake Ontario, which should, according to the statement of the correspondent, receive all this extra water, shows the greatest fall of any, and in the year ending June, 1888, showed a fall of water of one foot and a half. None of the lakes are as low now as they have been on other occasions, before anything was done to the Limekiln crossing. The reason for the lowness of the water now is simply the lack of precipitation; there has been less rain and snow and consequently the lakes are lower. The lakes are nothing more than great pools of water in the river, and are materially affected by rainfall. Another reason why the improvements do not lower the lakes is that there is no loss of material in the bed of the river. That is to say, there is no change in the cross section, and when the velocity of the river is the same and the cross section is the same the discharge is the same. The excavations made in the Limekiln crossing improvement are not taken out of the river entirely, but are moved to another place, and the result is that while a depth of water is gained in the channel it is accompanied by a corresponding shallowness at the point where the material taken out of the channel is dumped. The cross section remains the same and the discharge the same.

NEWLY DISCOVERED ROCK IN GEORGIAN BAY.

Notice is also given that a danger to be known as McNab rock, with 11 feet 2 inches of water over it, has been reported by Staff Commander Bolton, R. N., as lying E, ½ S., distant a little more than half a nautical mile from the buoy on Surprise shoal. At McNab rock Cape Croker is in line with the middle of Griffith's Island, and the west extreme of Barrier Island is under the foot of the high bluff of Cape Dundas. A vessel passing north-eastward of both these dangers should keep the whole of Griffith's Island open off Cape Croker. The line joining Cabot Head and Cape Croker leads inside or south-westward of the same.

This shoal has two patches, the north-east one going by the name of McNab Rock and which bears by compass N. by W. ½ W. six and one-half nautical miles from the north-east extremity of Cape Croker. Griffith's Island shut in altogether leads inside, and the whole of the island open of Cape Croker leads outside the whole patch.

The following letter furnished by Captain J. Moore bears on this question.

MARINE DEP'T., OTTAWA, Dec. 6, 1888.

DEAR SIR: I beg to enclose you the bearing and distance of the outer part of Surprise shoal from Cape Croker. Any further information you or your brother seamen require at any time I shall be very glad to supply you with addressing as above.

I suppose you all have the chart of the entrance to Georgian Bay. The title is "Cabot Head to Cape Smith, and entrance to Georgian Bay, number 906, and may be purchased from Charles Potter, 31 King street, Toronto, for the sum of $1.25, accompanying sailing directions being given free. Yours faithfully,

J. G. BOULTON, Commander R. N.

THE NICARAGUA CANAL.

The friends of the Nicaragua Canal bill are very confident that the amendments voted in the House will be concurred in by the Senate. The Senate has always been much more in earnest in behalf of this bill than the House. The amendments made in the House do not go to the merit of the scheme, and are only designed to prevent the commitment of the United States government to the financial endorsement of the undertaking. Inasmuch as the advocates of the measure disavow a desire to place the government in the position of an indorser of its bonds, it is expected that the House amendments will be concurred in without great difficulty.

The new White Star freight steamer Cunic, 4,600 tons, is said to have the largest carrying capacity of any vessel afloat. She is intended as a tramp freight vessel, picking up a cargo at any port for which her owners can make a contract.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

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MARINE RECORD—OFFICIAL PAPER.

CANADIAN WATERWAYS.

The Canadian ship ca al of Sault Ste. Marie is an assured fact, and as soon as that work is accomplished Canada will have its own water communication from Lake Superior eastward. The St. Clair Flats channel is, without a doubt, within Canadian territory, and the Welland and St. Lawrence canals are Canadian works, of course.

But one of the most important of Canadian waterways is the recently opened ship channel between Quebec and Montreal, by which a depth of 27½ feet is obtained, and through which the largest class of merchant steamers, with full cargoes; can enter the port of Montreal as easily as they can that of New York.

Of course the value of this deepened channel to Canada cannot be fully estimated. Under the previous conditions the ocean trade of Montreal was very large. The tonnage of ocean going vessels arriving at that city during and since 1849 was as follows:

1849	tons,	37,703
1859	"	94,660
1869	"	249,863
1879	"	506,968
1887	"	380,773

The newly opened channel here alluded to is what is known as the Lake St. Peter Flats channel, which, in 1873, was dredged to a depth of 16 feet. In 1859 the depth was increased to 18 feet, and in 1865 to 20 feet. At that time this was considered sufficient depth for the largest vessels, but it was soon found that greater depth was required, and in 1882 the channel was deepened to 25 feet. Recent dredging, as we have shown, has increased this depth to 27½ feet, which is sufficient to admit the passage of any merchant steamer that floats the ocean.

Montreal has now a harbor of unsurpassed shipping facilities, which is open to navigation more than half the year; and Halifax and St. John are two of the best and safest deep water harbors on the Atlantic coast, into which the largest vessels may have access every day in the year.—Canadian Manufacturer.

OUR MERCHANT MARINE.

C. B. Norton, commissioner of navigation, in his annual report, shows that the total tonnage of the country amounts to 4,191,915 tons, and that our merchant marine is second only to that of Great Britain. The tonnage of the United States probably exceeds the aggregate tonnage of Italy, France, and Russia, and equals that of the whole world, excluding that of the few principal countries. Since last year there has been a material increase in the vessels in the coasting trade, and a further increase during the next year is looked for. The building of sailing vessels in the United States constitutes a large part of the business here, but in other countries that branch of the industry continually decreases. Statistics show that the size of the vessels built constantly increases.

The commissioner reports that steel is used to a much larger degree than formerly, and the opinion is expressed that the use of this material will increase. He also states that no doubt can exist that a revival of shipbuilding is taking place to some extent even in this country, that freights are improving and that there is a change for the better all around. The tonnage of the United States in the foreign trade continues to slowly decrease. The vessels built in the United States last year amounted to 218,086 tons, this amount representing 67,637 tons more than the tonnage constructed the previous year. The iron and steel vessels built amounted to 36,179 tons.

The increase in the tonnage built on the lakes during the last year, as compared with that of the previous year, equals 79 per cent. The amount built on the western rivers does not compare favorably with that of previous years, there having been a decrease in each of the last three years.

As to the establishment of a naval reserve the commissioner expresses himself unqualifiedly in favor of the measure.

The wrecking of the Canadian tugs in American waters, and vice versa, gives rise to perplexing questions. Efforts have been made to arrive at some agreement with the Canadian government in regrrd to the matter. That government declares itself as ready to enter into reciprocal arrangements in relation to the coasting trade, including wrecking, but declines absolutely to make any special arrangement in regard to the latter matter. Regrets are expressed that the questions involved in the fisheries dispute between the United States and Canada have not been settled by negotiation. The commissioner says that it seems the time has now arrived when retaliation is in order, and the Canadians taught that two can play a game of obstruction to the laws of trade and comity.

FRANKFORT MARINE REVIEW—1888.

Compiled for Marine Record.

JANUARY.

3—Propeller George D. Sanford, first departure of season for Manistee, returns 12th.

14—Propeller Dewar departs for Manistee to have boiler rebuilt; ice forming on Lake Michigan.

MARCH.

18—Ice belt abreast of Frankfort 2 to 5 miles wide.

29—Sandford leaves for Manistee; is caught in ice floe abreast Portage; passengers walk ashore on ice. She returns Sunday, April 1st.

APRIL.

1—Broken ice fields as far as horizon; the harbor still frozen over.

2—Life stations at Frankfort and Point Betsy opened.

5—Pierhead light resumes; fish tugs steaming up; tug Pottawotomie sets first gang of nets of the season near Point Betsy.

10—Tug Hannah Sullivan first outsider arrives from St. Joseph.

11—Propeller J. D. Dewar, of the Shore line, calls on her first trip.

13—Steambarge R. A. Seymour, first craft from the west shore.

15—Tug I. W. Hahn from Manistique, en route to St. Joseph, calls. She reports ice near straits becoming soft and honeycombed.

16—Point Betsy light relit. Tug Sullivan first craft to South Manistou; reports passage nearly clear of ice,

18—First sail arrival schooner R. Kanters, from Holland. Harbor clear of ice; first steambarge for below passes.

23—Propeller Lawrence comes in on her first trip.

25—Scow Emily and Eliza misses harbor pier; comes to anchor in the breakers north of harbor; the Frankfort life-saving crew run liner and heave her off, and bring her safely inside.

27—Two schooners pass Point Betsy, being first sail craft for northern ports.

30—Tug D. P. Hall rescues steambarge Hattie Perue from Empire reef; weather cold and snowing.

MAY.

1—Tug John Smith reports large ice fields between North Manitou Island and main shore.

3—Steambarge George Burnham cracks cylinder during a gale at Burnham pier; is towed here by tug Hall for repairs.

13—Steambarge S. C. Baldwin and consorts take first lumber to Tonawanda.

15—Tug John Smith cracks her boiler, is picked up by tug Slyfield and towed into harbor.

22—First bright, warm, comfortable day of the season.

JUNE.

17—U. S. cutter Andrew Johnson is thoroughly repainted here.

20—U. S. light supply steamer Dahlia in port. Very hot, 104° in shade.

22—Foggy; Propeller Cuba, grain loaded, goes ashore at Point Betsy; pulled off by tug Hall.

24—Propeller Joseph L. Hurd, passenger steamer, en route to Lake Superior, runs ashore in heavy fog during the night; is discovered by the life-saving patrol one-half mile south of Frankfort; tug Hall releases her next morning.

29—Schooner L. Seaton, coal, Buffalo to Ludington, comes inside leaking; is towed to her destination by tug Hall.

JULY.

11—Tug Maria B. M. and propeller Sanford collide in harbor; the Maria is damaged.

12—Cutter Johnson calls; steambarge T. D. Stimson runs ashore on Sleeping Bear Point; is pulled off by propeller City of Charlevoix, (formerly the Champlain).

16—Gospel ship Glad Tidings, Captain Bundy, in port; also government tug Colonel Graham, with dredge Farquhair and scows, en route for Charlevoix.

18—Tug Maggie Lutz arrives to fish here from Two Rivers.

10—The last fleet for Tonawanda depart with pine lumber, consisting of steambarge Edward Smith, R. L. Freyer, S. E. Marvin, John W. Hanaford and William Drake.

31—Tug Dudley P. Hall sold to Ludington, Mich,, for $9,000.

AUGUST.

1—Tug John Cowan, of South Frankfort, while fishing in Platte Bay catches fire and totally destroyed.

15—Steambarge New Era and consort Grace Grummond, lumber laden, run ashore on Point Betsy during heavy fog; tug Alice W. Campbell releases them.

SEPTEMBER.

10—Steamer Huron City breaks down, her consort R. N. Rice is brought inside, and the Huron City towed to Manistee for repairs.

18—U. S. steamer Dahlia seeks shelter; lively gale.

OCTOBER.

1—North gale and rain; fleet sheltered.

2—First flurry of snow.

24—U. S. steamer Dahlia lands a boat for use of light keeper.

NOVEMBER.

13—Lieutenant Rogers inspects life-saving station.

18—First ice forms in harbor; freezes over on 21st, but mild weather soon breaks it up.

23—Schooner Alice M. Beers arrives and departs for Port Oneida, being the last sail craft here.

DECEMBER.

3—Tug Alice Campbell lays up.

5—Life-saving stations close; snowing; propeller Lawrence calls.

6—Lawrence departs for Chicago to lay up.

8—Steambarge Arcadia leaves for Milwaukee, tugs Sullivan and Pottawatomie for Saint Joseph.

12—Tug Maria B. M. leaves for Milwaukee.

15—Pierhead light closed; propeller Dewar lays up.

17—Point Betsy light closed.

18—Ferry tug Cynthia lays up.

20—Heaviest gale of the year.

29—Propeller Sandford makes a trip to Manistee.

31—Tug John Smith leaves for Manistee, the last departure for 1888.

CHARLES BRUMEISTER.

THE NICARAGUA CANAL

The friends of the Nicaragua canal bill are very confident that the amendments voted in the House will be concurred in by the senate. The senate has always been much more in earnest in behalf of this bill than the house. The amendments made in the house do not go to the merit of the scheme, and are only designed to prevent the commitment of the United States government to the financial indorsement of the undertaking. Inasmuch as the advocates of the measure disavow a desire to place the government in the position of an indorser of its bonds, it is expected that the house amendments will be concurred in without great difficulty.

Lloyd's shipbuilding returns for November give us the following facts for the month: There were 45 vessels launched, 39 steamers and 6 sailing vessels, against 22 in the same month of last year, The vessels are much laager on the average than those built last year, but the return is so incomplete as to tonnage that comparison would be misleading. Still, it must be looked on as a fact that the tonnage launched is now more tthan double what it was a year ago.—*Newcastle Chronicle*.

WEATHER PREDICTIONS.

The theory that all great meteorological disturbances on this earth are the effects of peculiar relative positions of the planets, which positions may be predetermined with reasonable accuracy, is the basis of Mansill's Almanac, which now makes its annual appearance. Having made a long study of all kinds of atmospheric disturbances, ascertaining the local origin and conditions of storms and relating them to astronomic phenomona, Mr. Mansill holds the opinion that he has evolved a new science that enables him to predict with confidence, at any rate with more certainty than to any other process is possible, what notable and irregular disturbances or agitations will probably occur in the next twelve months.

In his science he recognizes only two elements, matter and electricity, and ascribes to electricity the motive and productive force of all things. It is electricity that binds the universe together and keeps the planets in motion and in place. The sun is the electric storehouse, so to speak; and while moving toward the sun the planetary orbs absorb electricity, and when they are sufficiently charged they reverse their course and recede, throwing off electricity until they are in aphelion, when the attractions again control their motion toward the sun. The entire planetary system being governed by the one law, peculiar interfering positions of certain planets causes variations in the electric influence, and disturbances more or less severe are the result. The distances of planets are regulated by their respective diversities and the ellipticity of their orbits, and in the grand rotation whatever interrupts the plan of the sustaining force produces agitations that may or may not be felt on the earth, according to this planet's position.

The Giant gold and silver mining company is the name of a new organization in the Ishpeming gold field. It is to operate on section 36, town 48, range 28, and at present five men are grubbing about the premises.

Louis and Joseph Lebourdais, respectively captain and mate of the barque Gylfe, of Quebec, were sentenced to ten years penal servitude each, for trying to scuttle their vessel and defraud its insurers. The attempt was made while the Gylfe was on a voyage from Quebec to Greenock.

The year closes with general confidence, rather greater, indeed, than the present state of prices and rate of consumption in some of the most important industries appear to warrant. But the marvelous growth of the country continues, and insures an increasing demand for produce at no distant day.

It is expected that the military committee of the house of representatives will during the present week, report a bill to the house authorizing the establishment of a national military and naval museum in the city of Washington, to be placed somewhere on the public ground and to be under the charge of the secretary of war and secretary of the navy.

Mr. C. F. Dunbar has contracted with David Bell for a new iron tug to be built this winter, engines, boilers, and all complete at Mr. Bell's shops. She will have good power and is to cost about $7,000. Mr. Dunbar is still engaged in large contract work at the Sault and the Limekilns and will use the tug towing scows and otherwise in that work.

The body of S. Hughes, of the United States coast survey, who fell overboard from a steamer in Puget Sound two weeks ago, was recovered thirty miles from the scene of the accident. An immense octopus or devil fish was fastened to one leg and is thought to have been the cause of death. Five hundred dollars was found in the pockets of the dead man.

FORE AND AFT.

The propeller St. Paul has been leased for two seasons by the Vermont Central railroad.

The Duluth coal handlers are making trouble but so far as reported they have accomplished nothing

Duncan Robertson & Co. are building a consort for the propeller Mary H. Boyce at Grand Haven, that will carry 650,000 feet of lumber.

The Canadian propeller California, which was sunk at S. Helena last season and raised, has been made over into an American boat.

Lack of snow in the Michigan woods has thrown hundreds of men out of employment. Many of the lumber camps have shut down.

The straits are still open as in mid-summer and sail boats are navigating the vicinity just as they would in July. A race was sailed there last week.

The Lake Erie Boiler Works of Buffalo built 45 steel marine boilers last year, of which 34 were Scotch pattern. The sizes varied from 11 to 18 feet long.

The most powerful artificial light in existence is the lighthouse at St. Catherines, in the Isle of Wight. Its power is estimated as equal to 7,000,000 candles.

Through the iron market is reported dull, there is already much interest in ore freights and the situation is pronounced even more hopeful to vessel men than ever before.

Under the head of the signal service a recent bill before congress authorizes the issue of meteorological instruments of a value not exceeding $15 to voluntary unpaid observers.

Sailboats are crossing the straits to Bois Blanc Island. There is no ice and but very little snow at present in this section. Last year at this time the straits were packed with ice and the snow was deep.

Saturday what never took place in Kingston, Ont., before occurred. It was an excursion to Cape Vincent in January on the steamer Maud. She took about 300 on board and the trip in midwinter was enjoyed.

"There are nine cables connecting Europe with America." While it is gratifying to know that Europe can not break away without an effort, there is still too great a pressure on the pocket book for the patroniser of the cable.

It is almost impossible that the Panama canal business will end peaceably. There are 15,000 workmen on the isthmus who must be taken to their homes if work cannot be found for them. Otherwise there will be riots, and perhaps revolution.

One of the Caroline Islands is owned by an American sailor named Benjamin, who has sixteen wives, about fifty children, and has nothing to do but smoke his pipe and boss the ranch. He publiishes a letter in a California paper advising other sailors to do likewise.

The American steel barge company filed a certificate of incorporation in the office of the county clerk. The capital stock of the company is $500,000 divided into 5,000 shares of $100 each. The trustees for the first year are Colgate Hoyt, Charles C. Colby, Joseph L. Colby, Charles W. Weiffenbach, Robert B. Murrey, and Pinckney F. Green.

Since the storm of November 26 last, the steamship Samana, the brig Nile, the brig L. W. P. Armstrong, and the schooners Ella A. Warner and E. M. Bacon have been reported missing at New York. It is feared that fifty-four persons pave perished, and that the ships and cargoes, valued at $1,000,000, are lost.

It is stated in a recent dispatch from Paris that the Panama canal bondholders have addressed a letter to M. De Lesseps offering him the chairmanship of a new canal company, to be formed by shareholders in the present company. It is said the new company will have a capital of several million francs, and will take over the entire concern from the old Panama company.

The large vessel now building for the Italian government is to be called the Re Umberto. She promises to be the most formidable iron-clad afloat. The mean draught will be 28ft 8 inches, more than that of the Great Eastern. She will have enormous triple-expansion engines which are expected to be able to drive the monster through the water at the rate of eighteen knots an hour. The vessel will carry four 104-ton guns, each of them throwing a 2,000 pound projectile.

The sun rises on the 1st at 7h 14m a. m., and sets at 4h 25m p. m., making the length of the day 9h 11m. The sun rises on the 31st at 6h 59m a. m., and sets at 5h 0m p. m. making the length of the day 10h 1m. The increase in the length of the day during during the month is 50m. The increase in the morning is 15m, and in the evening 35m. The day at the close of January is 54m longer than it was at the winter solstice. Nearly an hour of daylight has been added to the shortest day.

The disastrous experience of the Calumet and Hecla copper mine with an underground fire has been repeated on a small scale by the Norris iron mine in the Gogebic district. The fire in this mine, which shipped 405,000 tons of ore in 1888, burned some ten days, and the damage is estimated at $25,000, though the full extent of the injury done remains yet to be seen. A large new pump that cost $7,500 was destroyed, and much damage was done to the timbering. Like the copper mine fire, the origin of the Norris fire is a mystery.

The American ship Bohemia and the British ship Carnarvonshire both arrived at San Francisco the evening of December 22, after a passage of 134 days from Cardiff, Wales. A peculiar feature of the voyage was that the Carnarvonshire sailed from Cardiff just one hour before the Bohemia, and arrived just one hour ahead of her in port, both having taken 134 days on the voyage. The vessels spoke each other only twice during the entire passage.

The mild weather has practically suspended operations in the lumber districts of North Hastings. The Ontario says that a gentleman who came in from the back townships said nearly all the men and teams were leaving the woods. He saw over fifty teams and severel loads of choppers who had been paid off. There is no snow and it is impossible to get through the marshy places. The Carscellen came in, Marmora has been closed entirely.

Fire was discovered last week issuing from the forecastle of the schooner Sligo, laid up at Tebo's dock, Sarnia, by the watchman on board. An alarm was given, and three streams of water were soon being poured on the flames, which soon had the desired effect. The cause of the fire is not definitely known, but it is supposed it caught from a fire over which workmen on the boat had melted pitch during the forenoon. The damage amounts to about $1,600, covered by insurance.

United States Consul Hotchkiss at Ottawa, in a report to the department of state in regard to the export duty on lumber, says that there are grave doubts in that province as to the constitutionality of the law, and the efforts are being made to secure its repeal. Its enforcement, he says, is very detrimental to the interests of those manufacturers in Northern Michigan who buy Canadian timber limits with the intention of rowing the logs across the lakes in preference to moving the mills to Canada.

At Philadelphia the iron trade is perplexed and uncertain, and it is believed that consession in prices have been made, but more active bidding is noticed. Steel blooms are unsettled and low, but rails and manufactured iron look better. Copper and tin are unchanged; the syndicate has been obliged to increase its holdings of copper by several thousand tons, and the stock is now supposed to be 100,090 tons in Europe and 30,000 here, held at $45,000,000 or more. In that connection, further depression in the market at Paris and another heavy fall in Panama stock may be noticed.

For the last six years work has been progressing on the Murray canal in Canada. The canal is being cut through a thin strip of land which joins Prince Edward county, Ontario, on the west to the main land, and when the cana. is finished the county will be an island in Lake Ontario. It is a straight cut through this strip, over five miles long, 60 feet wide at the bottom, 80 feet wide at the top and deep enough for ordinary draught. The distance between points on either side of the isthmus will be greatly reduced. At present the distance by water from Trenton to Presqu'isle is 140 miles; when the canal is opened, which it is expected will be early next summer; the distance will be eight miles. Vessels going from points along the northern shore of the lake to Montreal and points beyond can save 25 miles and will have a much safer voyage.

FOR SALE.

Tug Uncle Sam.

Length 60 feet, beam 14 feet, depth 7 feet, draft 8 feet, engine 17 by 17; steel boiler 12 feet long, 5 feet 4 inches diameter, of ⅜ths plate, allowed 100 pounds of steam. Hull rebuilt in 1887. Price $5000.

Tug J. C. Ingram,

Length 54 feet, beam 15 feet 6 inches, depth 7 feet, engine 17 by 18, boiler 10 feet long, 5¼ feet diameter, of ⅜ths plate, allowed 60 pounds of steam. Rebuilt in 1885. Price $5000. Apply to the

DUNHAM TOWING & WRECKING CO.,
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STEAM BARGES—Two barges, vessels, and tugs. Also a side-wheel steamer, iron hull, allowed to carry 325 passengers. For information and particulars address,

DAVISON & HOLMES,
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STEAM YACHT built in 1887, excursion capacity 175 passengers, draught 2 feet, speed 12 miles per hour; price $5,500. Address,

THE TOLEDO MARINE CO.,
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WANTED.

A GOOD MARINE ENGINE, 20x22, with or without boiler, etc, Address box 1, branch office Maline Record, 252 South Water st, Chicago, Ill.

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TUG ENGINEERS—Four first-class engineers from 25 to 35 years of age. Good wages to good men, who must give recommend from last employer. None need apply who are looking for a soft job. Apply to the DUNHAM TOWING & WRECKING CO.,
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IRON ORE.

There has been a regular exodus of oremen, during the week, to eastern points with a view to making preliminary arrangements for the placing of the output of 1889, and although only surmises may be made of the state of the market four years hence, there are those who question the wisdom of any decided ore transactions at this early date. It seems to be generally accepted as a foregone conclusion that on account of the immense crop to be forwarded with the opening of lake navigation, freights will be high next year, and the vesselmen talk bullish. With this as a premise the ore men will try to obtain, on the start, the prices paid at the opening of the 1887 season. Furnacemen, on the other hand, are stocked with ore which will probably last them until July 1st, and they will seriously dispute every inch of ground, claiming that they are but just making up their losses, and that they should have an opportunity, next year, of making a little money. Much will depend upon the amount of steel orders placed early in the season, and upon the quantity thus placed. Heavy orders, simultaneously, or given within short periods of each other, would undoubtedly stimulate the ore market, while a lack of such orders would necessarily depress Bessemer to some extent, without, however, interfering with non-Bessemer except by sympathy. On the other hand, it is claimed that the steel industry for purposes other than rails has so materially grown, especially in western markets, that even a lack of rail orders could not hurt Bessemer ores very much. Ore men, who are now feeling their way, do not receive very much encouragement, and little will be done until the middel of January.—*Iron Trade Review.*

WALKING ON WATER.

G. W. Oldrieve, who has achieved some reputation by his walking on the water on the Hudson River and in Boston Harbor, walked from Aiken street bridge along the Merrimac yesterday to Central bridge and challenged death by continuing his trip through Hunt's Falls. More than 5,000 persons lined the banks six to ten ranks deep for a mile along the river, and the tops of hills opposite were covered with operatives. It was a most exciting struggle for life, and for a while it looked as though the brave aquatic pedestrian would be drowned in the presence of the great crowd. The current bothered him at first, but as he gained clear water, locomotion, though slow, was comparatively steady and easy. He walked down stream, and his principal progress was by the current. He had very little control over his craft, and the current swept him to the middle of the stream. He passed under Central bridge, about midway in the stream. Immediately below are Hunt's Falls, a series of rapids about half a mile long, with a descent of about eight feet. There are two particular falls with a comparatively still pool between them. Through the upper one the canal company has cut a channel to relieve the mills of backwater. Through this the water flows swiftly but smoothly. On both sides the current, now swollen by recent rains, dashes over rocks and eddies in a hundred directions. Oldrieve attempted to steer for the new channel, but could not reach it. He was swept to the northerly side into the swift current, dashing in highways over the rocks. The current swept him round and round, and several times he lost his balance and fell forward with his hands upon his floats. A murmur arose from the crowd that he was gone. Had he been capsized, his chance for life would have been small, for in the swift current and with his heavy boots there would have been little chance to swim. But he recovered himself and was swept by the current through the rollers, and once more stood erect. When he entered the pool near the rapids he was thoroughly exhausted. He rested for a moment and then struggled towards the shore, landing amid the applause of the spectators. He was tired, but successful.

IRON AND STEEL.

A summing up of the iron and steel trade of the United States, during 1888, as made by the bulletin of the American Iron and Steel Association shows that this has not been a particularly prosperour year for the iron trade, and in many respects it fell below 1887 and 1886. The total production of pig iron during the year is estimated at 6,000,000 tons, and of Bessemer steel rails at 1,350,000 tons. The production of bar iron and plate and sheet iron did not vary much from that of 1886, and while the production of structural iron and steel has been greater during 1888 than in 1886 or 1887. The consumption of iron and steel during this year has fallen below that of the two preceeding years. The total importations are estimated at 950,000 gross tons. It is believed that the consumption of pig iron has fallen about 600,000 tons, as compared with 1887, and the consumption of steel rails about 800,000 tons.

Prices during 1888 are shown to have declined this being presumably due to a certain extent the reaction in the building of new railroads which set in in 1887. The prices for bar iron and nails were very low throughout the whole year. The price of old iron rails advanced from $21.75 in January to $24 in December. Steel rails at the mills fell steadily from $31.50 in January to $28 in December.

The shipment from the Lake Superior mines during the year by lake and rail were over 5,000,000 gross tons, an increase of over 1,250,000 tons. The shipments of Lake Superior ore to furnaces in Eastern Pennsylvania and New York aggregated about 275,000 tons.

An entire block in Iron Mountain was destroyed by fire. December 19, causing a loss of $100,000.

A gentleman largely interested in steamships in the north of England gives us the following facts in regard to a steamship he was interested in until she was recently disposed of. The cost was in round numbers £460 per share; for three years she returned fair dividends, but since that time the dividends, have not averaged 4s. per cent, per annum: and now the capital returned will be slightly less than £150 per share. In other words, half the capital will be lost through depreciated value, and only a fractional interest will have been paid on the remainder. Had the sum at first been put into a savings bank it would have been more in total, and the interest larger than has been paid. This is one of the facts which are to be set against the reports we hear now and then of large dividends, but it is a fact which has not reference to the working of a few months, but over several years. It may be well commended to the consideration of inland investors in steamships. The English inland investor is the farmer or manufacturer who lives away from the sea and as a rule knows nothing about ships, he has been terribly fleeced by designing promoters of bubble companies.

The President has signed the bill to regulate appoinments in the marine hospital fervice. The new law prohibits original appointments to the service except to the rank of assistant surgeon, and as preliminary to appointment the applicant must pass a rigid examination as to his professional qualificat ons. Promotions to the higher rank are made after four years' service and a second examination. By the terms of the act the medical officers in the service on the date of its passage are to be nominated to the senate by the president. The surgeon general, who was nominated and confirmed in 1879, need not be renominated.

Admiral Luce has been one of the most earnest and enthusiastic workers in favor of the system for training boys to become American seamen, and he so perfected the system that in 1877 he was detailed as inspector of the training ships. It was while at Newport, a few years ago that Admiral Luce agitated the establishment of the naval war college, which has been commended highly. But the last congress, especially the southern members, opposed its continuance and refused to grant the appropriation asked for, or to give it any recognization except upon condition that it should be merged into the torpedo schools. It has been said that this was done to prevent the admiral from becoming its president.

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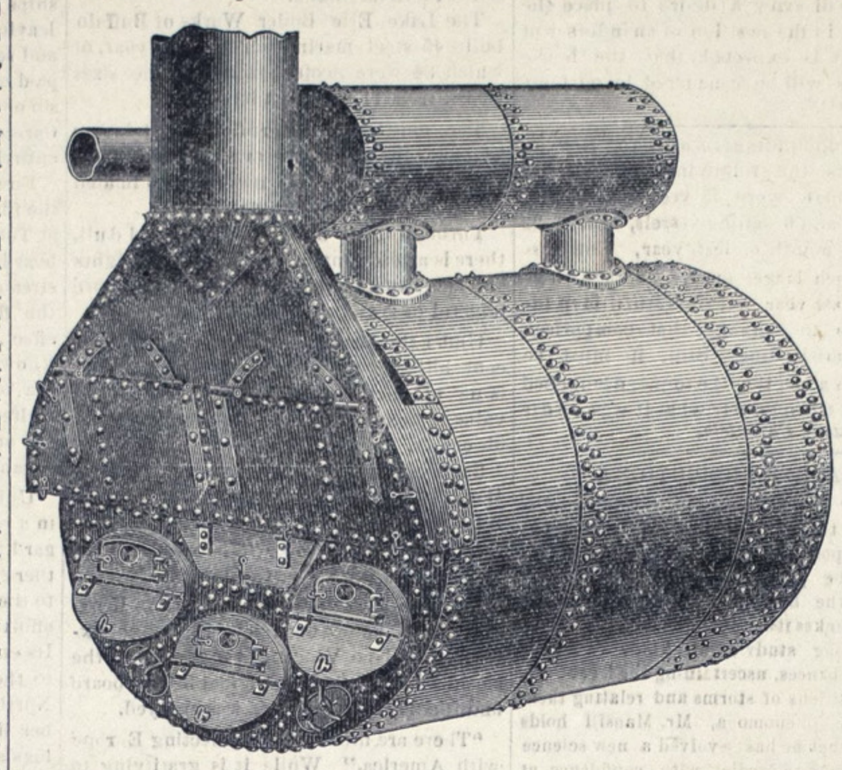

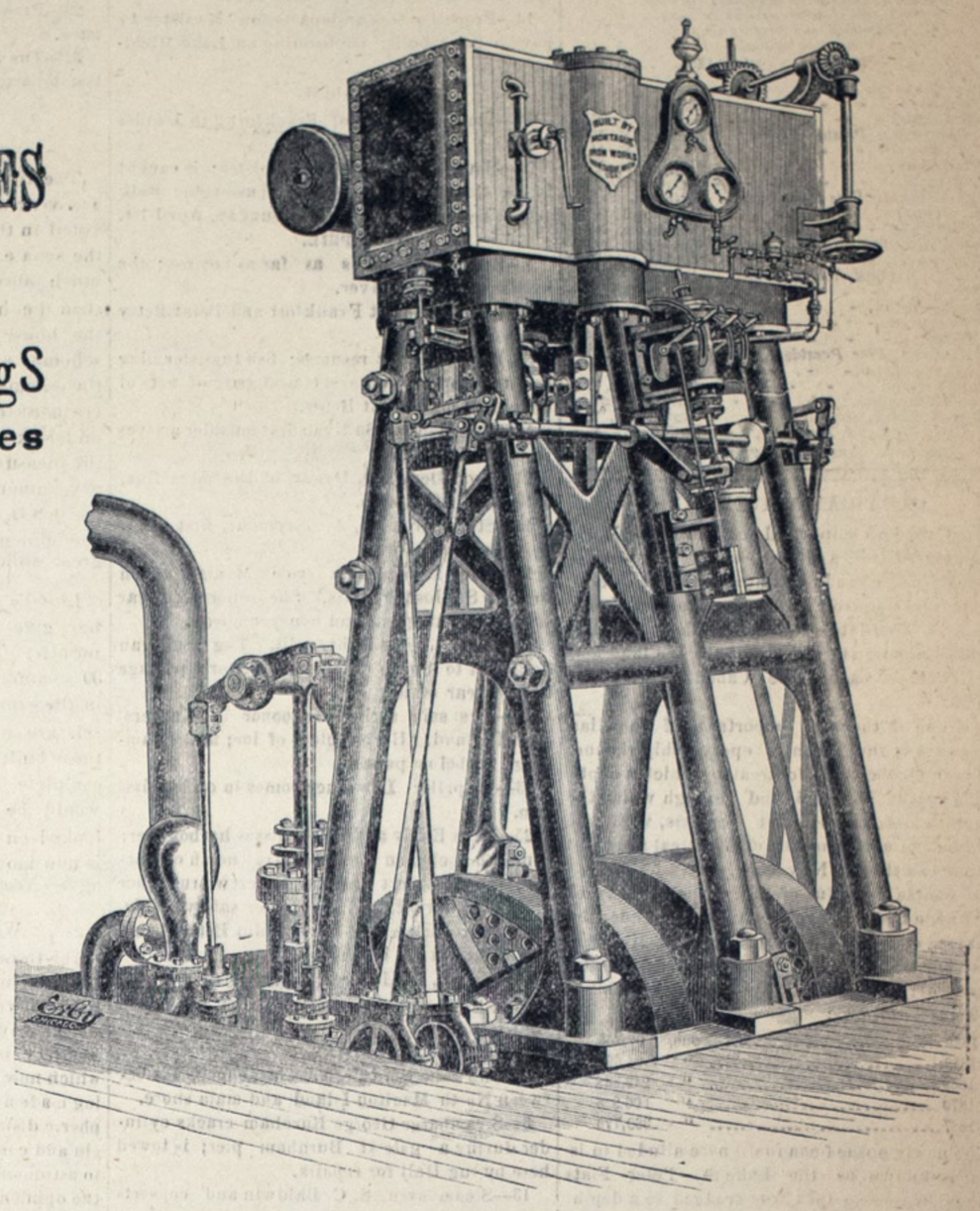

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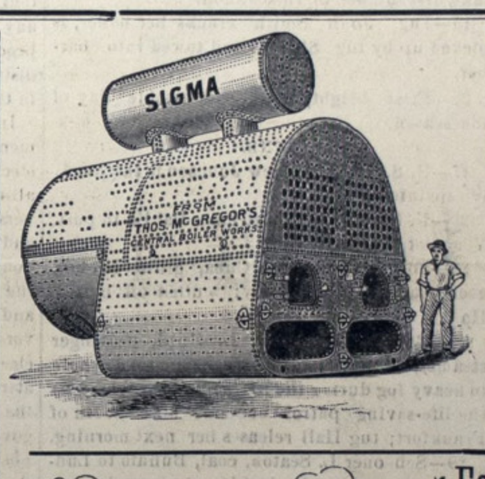

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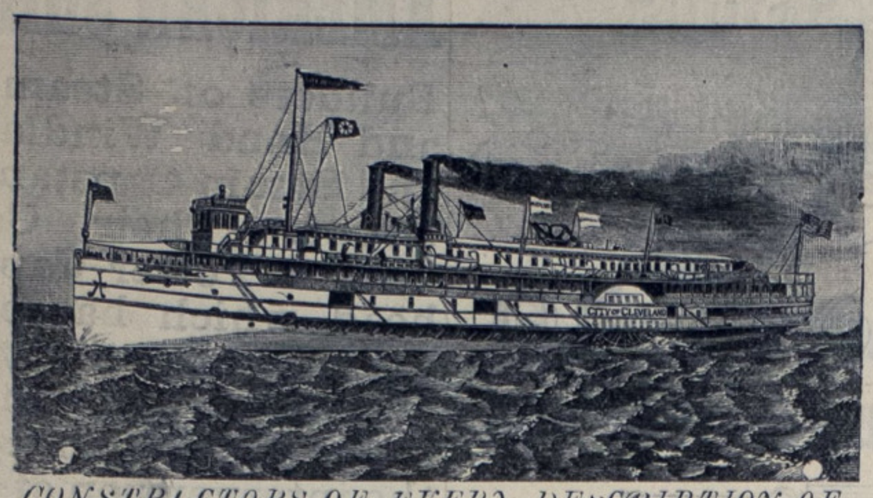

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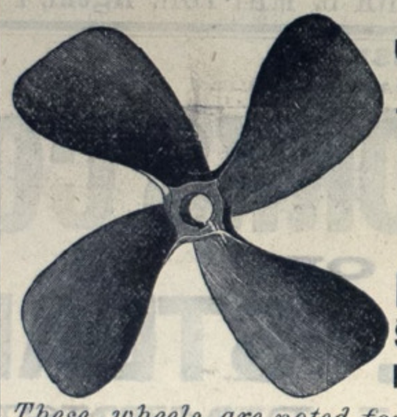

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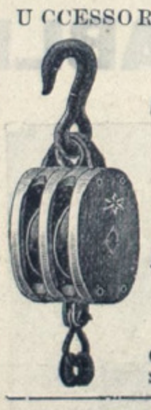

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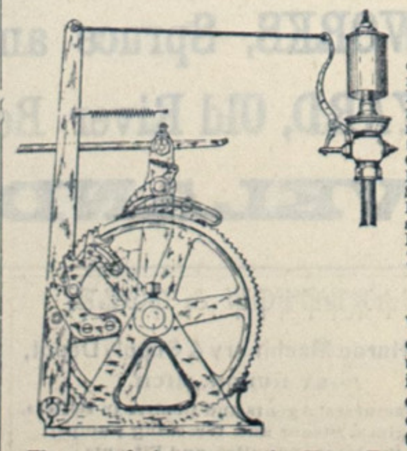

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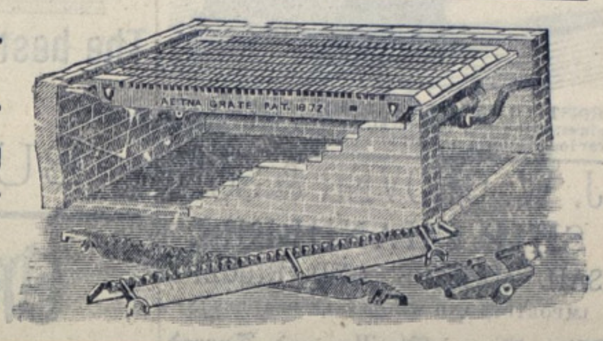

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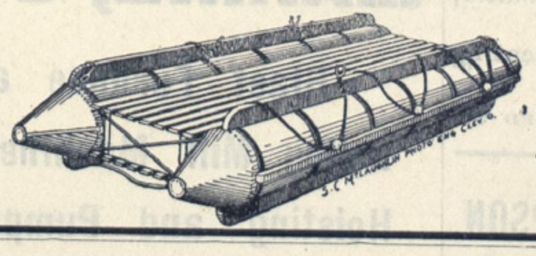

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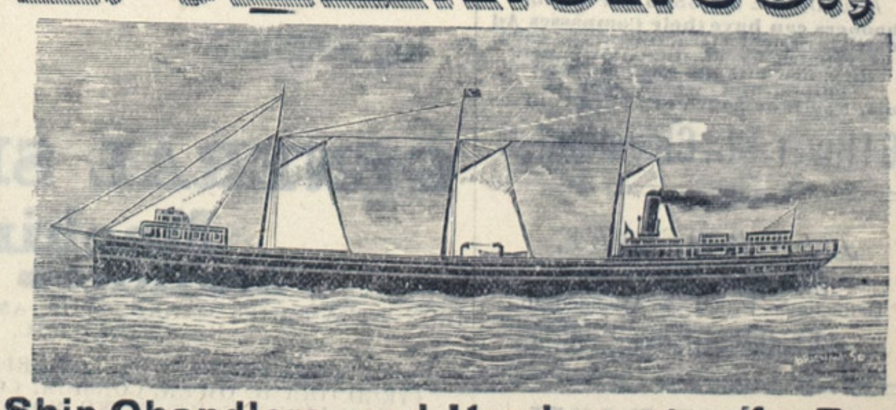

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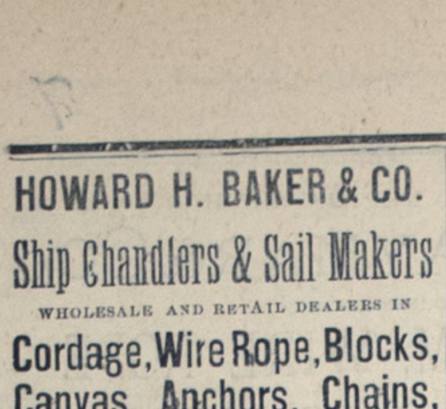

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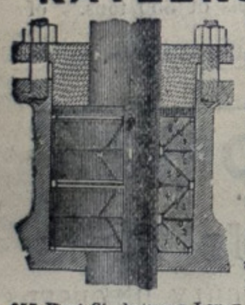

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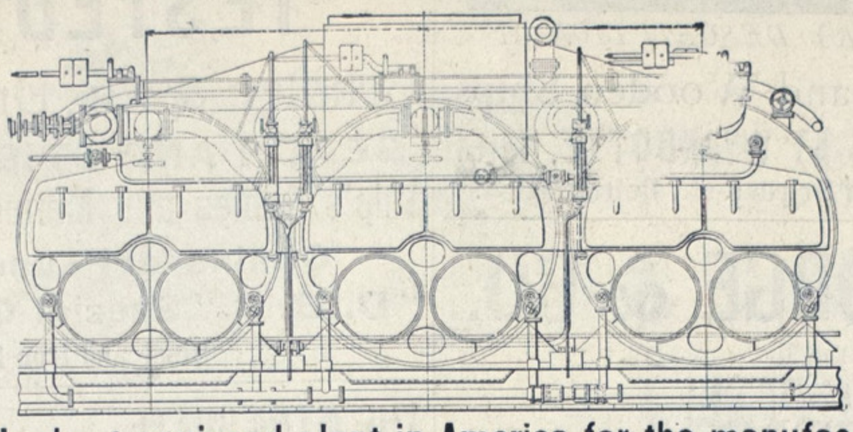

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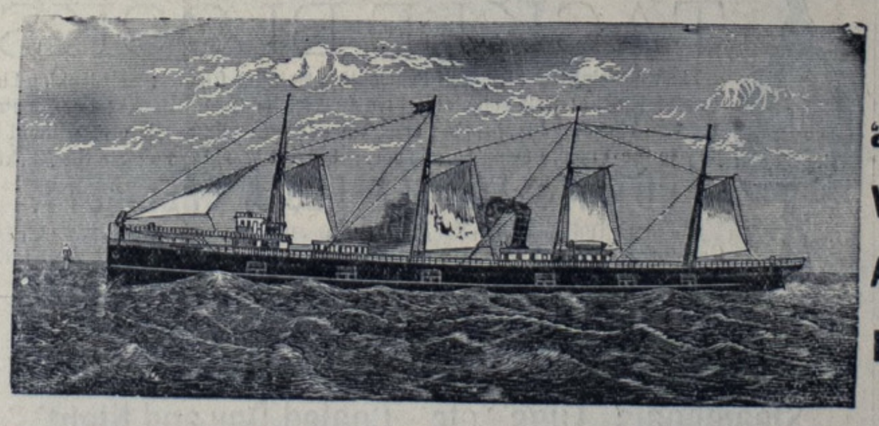

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